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SUBJECT Observations of Plants No. 165, 156 and the Tsiam Plant in Moscow

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1. Tsiam Plant (1946/1947)

a. Location:

A 20 minute walk from Plant No 45, west of the trackage of the freight station west of Plant 45.

b. Size:

About 300 x 400 meters.

c. Observations:

(1) Definitely conventional aircraft engines were tested at the test stands in 1946.

(2) The same noise as those produced by the jet engines at Plant No 45 were heard from the off-limits test stands in March 1947.

d. [REDACTED] Soviets say that the testing of piston engines was discontinued in late 1946.

2. Plant No 165 (November 1947 to July 1948)

a. Location:

From Plant No 45 a 30 minute streetcar ride to the north as far as a "culture park". From there it was a 25 minute walk in an easterly direction (?).

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b. Size:

Considerably larger than the Tsiam ilent.

c. Miscellaneous observations:

(1) Test runs of jet engines at one test stand up to early July 1948. Features of the engine: Cigar-shaped, about 5 meters long, maximum diameter about 1 meter, diameter of air inlet about 80 cm, of nozzle 20 to 30 cm.

Between November 1947 and July 1948 [redacted] the jet engines at the test stand were changed only 3 or 4 times. Each of the jet engines remained at the test stand one or two months, being put into operation almost daily.

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(2) A similar body arrived at the test stand in early July 1948. Soviets said that this body was something entirely new. Description: Cone-shaped body, about 8 meters long with only one aperture with a diameter of about 80 to 100 cm. Blades were conspicuous in this body just as in a turbo-jet engine. The other end of the body tapered to a point. At the experiments a tongue of fire sometimes emanated from between the outer cover and the blade.

(3) [redacted] a brown substance pressed into bladelike slabs 5 x 10 cm.

d. Work force:

About 1,000 Soviets working one 8-hour shift.

3. Plant No 156 (August and September 1948)

a. Location:

The only fact remembered was that a general hospital bordered on the plant and a war academy was close by.

b. Equipment:

There was one workshop about 200 x 350 meters equipped with wood-working machines.

c. Plant manager:

General and Hero of the SU Georgiyev

d. Work force:

Five hundred Soviets working one 8-hour shift.

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## e. Observations:

Production of wooden airframe parts which were sprayed grey-green and then trucked away. A twin-engine plane of such wooden parts was parked outside the workshop for a short time.

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[REDACTED] Comment:

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b. The data on the Tsiam Plant confirmed the testing of turbo-jet engines since the spring of 1947.

c. Of importance are the data on Plant No 165 which, according to the rather vague statement on its location, may actually be in the northern sector of Moscow on the Yansa River as stated more accurately in a previous report\*.

According to the estimated measurements of the power plants, turbines of a more powerful category than the Jumo 004 or the BMW 003 are concerned. They were being subjected to fatigue tests at the plant. The engine seen in early July 1948 also seems to have been a novel experimental model with a jet needle. However, its length, estimated at 8 meters, was certainly exaggerated. Whether the blades mentioned in para 3 were patterns for the casting of blades or blades made of ceremals [REDACTED]

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d. The data on Plant 156 confirmed information as contained in previous reports. This plant is assigned to the Tsagi Aerodynamic Institute. The observed wooden airframe parts are considered to be parts of aircraft mock-ups after which prototypes will be produced in a pilot plant.

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